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History and Ownership

1. The Rumanian name for the Resita Works is Uzinele de Fier Resita (UDR). The plant was established in the mid-18th century, during the Austro-Hungarian monarchy. Prior to 1918 the plant and its assets were controlled by the Austrian State Railroad Company (STEG). In 1920 the Rumanians founded the corporation Uzinele de Fier si Domenii din Resita, which was to take over and operate the property of the STEG in the Banat. 25X1

The Rumanian State took over the management of the plant after 1941. The Reichswerke Herman Goering corporation controlled a large portion of the assets during the last war. The plant was nationalized on 11 June 1948. 25X1

Organization of the Plant

2. The General Management was partially transferred from Bucharest to Resita. A man named Loncear was reportedly the general manager in Resita. He is a well-trained Communist but very incompetent and unpopular. The managing engineer is Ivancenco.

3. Most of the establishments of the company that are located in Timisoara are purely technical offices.

4. The operational manager in Resita is Ion Popet, who is 40 years of age. He was a specialist workman in 1939. Originally a Social-Democrat, he was imprisoned twice prior to 1944, but is now a good Communist propagandist. His office is responsible for the smooth functioning of all factories of the plant. The office occupies 13 rooms on the second floor of the management building. Bontos is secretary to the manager. He is an old permanent employee of the management and is anti-Communist.

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5. Stanatiev is in charge of personnel management. He is from Timisoara and is a pro-Hungarian Bulgarian. He worked in the Resita Works as a welder from 1936 until assigned to his present post. He is a capable worker and was given his job because no suitable Communist was available.

6. Dr. Ion Bacu has been in charge of bookkeeping management since 1947. He is a capable employee who was formerly a National-Czarist but who is now a registered Communist.

7. Stoicescu, now on leave from his position as Professor at the Timisoara Technical University, is in charge of the construction and planning department.

8. The mining department is under Secretary Dinteanu, an old and competent employee. He is anti-Communist. All mines of the Resita Works, including coal and iron mines, are under his department.

9. The department in charge of forests and lands is in Oravita. This office has charge of administering and operating the plant's lands, which cover a total area of about one thousand square kilometers. Included in the categories under the jurisdiction of the office are forestry, sawmills, charcoal production, lime kilns, sand and gravel pits, granite, marble and limestone quarries, vineyards, various stock raising establishments, et cetera. The lands no longer belong to the Resita works, but are under the Ministry of Agriculture.

10. The Resita works formerly had shares in numerous enterprises, some of which they founded themselves, and which included such organizations as the Margina-Resita, Inc., and many other local establishments. Their shares in the Astra Works and the Galati shipyard were also important but were cancelled when the entire industry was nationalized.

Sections and Personnel in Resita

11. The Resita works consists of a large number of technical and administrative departments. Each of these departments is usually termed a factory, such as locomotive factory, mechanical factory, et cetera.

12. Departments of the Resita works included the following:

Departments	Head of Department
Blast furnaces	Eng. Stanescu
Steel works	Eng. Kloeckel, ethnic German group
Foundry	Eng. Mikula; expert. [redacted] 25X1
[redacted] 25X1	
Coking plant	Eng. Chiroiu
Gas works	Eng. Gheorghiu
Steel hardening	Eng. Parau
Rolling mill	Manager Niculescu
Tool shop	Eng. Manu
Rolling mill for tires and wheels	Pavel Pascu
Cylinder construction	- -
Bridge building	Eng. Matelescu
Wheel factory (locomotive and car)	- -
Engine factory (machine tools and Diesel engines)	Eng. Popa; Eng. Lozloiu
Locomotive factory	Eng. Micula
Factory for oil drilling tools	- -
Tool factory	Operating engineer, Eng. Wiskowsky
Electric motor factory	Eng. Popovici
Pattern shop	- -
Fireproof bricks	Pagu
Briquette factory	- -
Replacement parts and components	- -
Transformer department	Ion Gheju

Main storehouse of Resita works	- -
Laboratories	- -
Cement factory	- -
Thermo-technical	Karl Winkler
Electrical maintenance	[redacted] 25X1
Mechanical maintenance	Eng. Ghervescu
Guard and fire department	
CFU railroad works	
Motor transport service	Eng. Ionescu
Accounting section (Hollerith machines)	Mr. Bogdan
Construction department	
Quality inspection and acceptance	Eng. Parau

Soviet Control

13. As the Resita works are under Soviet control, several Soviet offices are maintained in the plant for operation, inspection, and acceptance of the production. The Soviet manager is Sergienko, a steel manufacturing specialist [redacted] 25X1 He supervises about sixteen Russian engineers and technicians who have charge of production and inspection of quality of material, especially during the latter stages. From one to three Soviets are assigned to control service in the most important departments of the plant. The number of the Soviets assigned to each department depends on its size and importance. Minor departments are subject to occasional inspection by the Soviets. All Soviet personnel and families live in a building inside the plant area. Food is supplied at the expense of the works management and is much better than that given the Rumanian workmen and employees. Soviet Colonel Shusdin, with two Soviet officers under his command, also has certain duties within the plant. His office is located in the management building. His actual duties are not known, but he seems to be a high control officer as he frequently inspects all departments.

Work Force

14. During the war the number of engineers and similar employees was 1,400; laborers numbered 19,000. From 1945 to 1947 there were about 1,200 skilled laborers and from 15,000 to 16,000 workmen. There were 800 skilled employees and 12,000 laborers, including apprentices but excluding miners, in 1948. These 800 specialists included about 80 graduate engineers, and about 400 technicians; all others were permanent employees. There were 1,400 to 1,500 apprentices in 1948. From 400 to 500 apprentices are hired annually.

15. About sixty percent of all employees are Rumanians. Germans comprise about thirty percent and Hungarians about ten percent of the work force.

Location and Traffic Conditions

16. Resita lies in the valley of the Berzava River. The UDR works covers the northeastern area of the town. The town is 220 meters above sea level; the hills surrounding the town are about 500 meters high.

17. There are railroad spur tracks in the plant area. A narrow-gauge railroad line, owned by the plant, runs for about thirty kilometers, leading from Resita up the Berzava valley to Valiug where it branches southward to the coal mine of Secul and northward to the Delinesti iron mine. The line is known as CFU (Caile Ferate Uzinele).

Mines and Accessory Works

18. Mines and accessory plants include the following:

a. Doman pit coal mine: Four kilometers south of Resita; about one thousand employees.

b. Secul pit coal mine: About seven kilometers southeast of Resita; approximately one thousand employees.

c. Lupac pit coal mine: Near Dognecea, 7 to 8 kilometers southwest of Resita; 600 employees.

d. Anina pit coal mine: About 22 kilometers south of Resita.

e. Delinesti iron mine: About 17 kilometers northeast of Resita; approximately 300 employees.

f. Ocnele iron mine: About 11 kilometers west-northwest of Resita; approximately 800 employees.

g. Factory for agricultural machines and bridge building in Bocsa-Romana.

Factories, Technical Installations and Buildings

19. Group I, called the smelting shop, includes two blast furnaces which are located north of the Eruga canal, which runs underground at this spot. These furnaces are 30 meters high and have an interior diameter of six meters. They have a capacity of 120 tons per eight hours, and are water cooled. The blowing arrangements are separate. Charging facilities consist of two traveling cranes, each 35 meters high, driven by two electric motors connected in parallel and each of 80 horsepower. The ore dump and two ore mills are 100 meters north of the blast furnaces. Coke is shipped aboard cars owned by the coking plant. Exhaust gases from the blast furnaces are led through pipes to the furnaces of the steel plant.

20. The steel plant is a large shop of 100 x 30 x 20 meters. A Bessemer converter and seven open-hearth furnaces are in the northern half of the shop. Furnace number one, with a capacity of 70 tons, was built in 1937. All other furnaces are older and smaller than number one. Two of the furnaces have a capacity of 50 tons each, one has a capacity of 40 tons, one 30 tons, and two of 25 tons each. Five of the furnaces are usually in operation, but two are usually under repair. The open-hearth furnaces are said to stand a thousand charges each, but because of weak materials they can be used for only 500 charges. Six cranes are used to charge the open-hearth furnaces.

21. The steel foundry is in the southern half of the shop. The casting is done on bridges. From six to eight crucibles are filled on each bridge. Eight traveling cranes are used to hoist the filled crucibles. These cranes were built in the plant. Four cranes have a lift of ten tons each; two cranes have a capacity of seventy tons each; one can lift fifty tons, and the last can carry forty-five tons.

22. The coking plant is 80 meters north of the steel plant and consists of sixteen ovens.

23. The ammonia factory is a subsidiary of the coke plant and consists of two shops. The plant was completed shortly before the outbreak of World War II.

24. The collecting plant for ore briquetting is fitted with a rotary tubular kiln which consists of a tube 70 meters long and 2.5 meters in diameter. The inside of this kiln is lined with firebricks. The kiln is turned on its axles by two electric motors of 100 horsepower each. Daily capacity is between 150 and 200 tons. The kiln must be repaired after about two weeks continuous service. Coal dust is used for firing.

25. The foundry is an old building of 100 x 30 x 25 meters. Two electric furnaces, each of five tons capacity, and an oil-fueled furnace of ten tons capacity, are in the northern section of the plant. The middle section of the foundry has two gas-fired iron smelting furnaces for making special alloys; these furnaces each have a capacity of ten tons. The southern section of the shop has six smelting furnaces for metal casting. Each has a capacity of five tons.

26. The foundry warehouse is 25 x 12 meters.

27. The building for cleaning the castings is equipped with dust-blowers, grinding machines, four German-made cutters, two sharpeners, and five electric welders. There are five cranes, each with a ten-ton lift, in front of the shop.

28. The power station is known as Gas Electric Central and is 18 x 10 x 10 meters. Equipment consists of a 3,000 kilowatt generator driven by a 12 cyclinder Diesel engine.

29. The mechanical workshop and offices for the furnace section is a two-story stone building. The workshop is on the first floor. It is equipped with three lathes, boring machines, an apparatus for autogenous welding, and one blacksmith shop. A precision mechanical workshop for the manufacture and repair of piece parts for the entire section is on the second floor. The technical offices and drawing rooms are also on the second floor. This building is about 80 meters from the blast furnaces.

30. The power station is 50 x 20 x 10 meters and has three transformers. Two of the transformers are of 5,500 watts each, while one is of 3,000 watts. There is a German-made air compressor and a compressor with four to six pistons, driven by a 100 horsepower motor. The compressed air is used for cleaning the castings. Other equipment includes three dynamo generators made by the Ganz Company, Budapest, and one steam turbine.

31. Two gas containers, located north of the plant, receive exhaust gases from the coking plant and carry them to the steel factory and to other sections.

32. The office building houses the signing-in office, the clinical hospital, porters, and the fire department.

33. There is a group of eight gas producers, each of which is six meters high and two meters in diameter. Coal dust is burned in these producers and the gas is conveyed to the gas containers.

34. Group II includes the rolling mill, the roller paths, the cylinder boring section, et cetera.

35. The rolling mill is in the same building as the wheel factory, the cylinder boring shop, and the transformers. The building is 200 x 200 x 20 meters. The mill has several cranes, each capable of lifting up to ten tons. Production includes rails, crosspieces (ties), and sheet iron and sheet steel of all sizes. Roller paths for thick, medium, and thin plates are available.

36. There is a two-story brick building, 40 x 20 x 12 meters, in which the investment section, the printing office, and the main fire department are located.

37. The thermo-technical section and the research station is 20 x 10 x 10 meters. Almost all machines are modern and made by Siemens-Schuckert. The section registers all thermo-technical processes, checks all blast furnaces and smelting furnaces, the gas burning and other installations, and prepares appropriate graphs.

38. The mechanical repair shop, 40 x 15 x 8 meters, has its own welding shop on the first floor. A precision mechanical workshop is on the second floor.

39. The electric welding shop is 15 x 6 x 6 meters.

40. The pattern shop is temporarily located in some barracks which were erected to replace some of the permanent buildings which had been razed by fire.

41. The tool making shop and the section for cylinder construction is

100 x 80 x 20 meters. There are over twenty lathes, some metal planers, several large and small cranes, blacksmith tools, and one electric furnace, 9 x 3 meters.

42. The tire and wheel disk rolling mill is 100 x 110 x 20 meters. It includes annealing and hardening plants, pneumatic hammers and electric and motor compressors. Tires and wheel disks for railroad cars are produced.

43. The main transformer station is supplied with current from Anina, the Velox hydraulic power station, and receives 50,000 volts. There are 15 large transformers [redacted] 25X1 erected in 1936.

44. There is an electrical maintenance section and electric motor depot.

45. The locomotive depot of the CFU is 100 x 60 meters. The CFU has about 30 steam locomotives and 10 Diesel locomotives.

46. The central warehouse is a concrete building of 50 x 20 x 8 meters. Offices are in the western section of this building. The warehouse is used for the storage of valuable imported goods, such as electrodes, wires, insulators, bulbs, drive belts, et cetera.

47. Group III, called the locomotive factory, includes the locomotive factory, the briquette factory, the new shop, the villa of the general manager, the transformer building, and the technological laboratory.

48. The locomotive factory is a building of 120 x 120 x 30 meters. Parts for locomotives are manufactured in this section. The plant, which also assembles the locomotives, is equipped with several pneumatic hammers, riveting machines, welding apparatus, cranes, rollers, et cetera. There are two test tracks for standard gauge and Soviet gauge.

49. The briquette factory is a wooden building with brick pillars. It is 70 x 20 meters and is equipped with grinding mills for coal dust, coal dust screens, and briquetting presses. The coal dust is carried on a narrow gauge railroad line from the Doman coal mine through a tunnel five kilometers long.

50. The new shop was erected during World War II and is a concrete building 150 x 100 x 30 meters. It contains the following sections:

a. Manufacturing section for production of oil drilling machinery.

b. A section of the locomotive factory, manufacturing axles, bearings, pumps, handwheels, et cetera, for locomotives.

c. Quality inspection and acceptance section. All finished products of the Resita works are inspected and accepted. The section is equipped with quality inspection devices, test stands, and test benches.

d. An apprentices school.

51. The villa of the general manager, a three-story brick building 14 x 8 meters, is situated on a hill outside of the plant area.

52. The transformer building is an 18 x 8 meter brick structure located south of the locomotive factory. It is equipped with four or six transformers.

53. The technological laboratory is in an 8 x 6 meter brick building south of the new shop. It is equipped with X-ray apparatus for use in examining locomotive parts.

54. Group IV, called the Motor factory, includes nineteen departments.

55. The blacksmith shop makes various kinds of forged materials for all sections of the plant, especially for the locomotive factory. It is equipped with forge furnaces, forging hammers and cranes.

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56. The machine tool factory is 100 x 30 x 15 meters and is called the old machine factory. Products of this factory include piece parts for lathes and Diesel engines, small machine tools and various other items.

57. Electric motors are manufactured in the electric motor factory, which is in a 60 x 20 meter building.

58. The chief engineer of the bridge building shop is one Matescu, who is a member of the Communist Party as a matter of form. His staff includes 12 engineers, 18 technicians, 12 shop foremen, and 700 workmen. Work is done in three shifts. Many workmen are also employed on bridge assembly outside the plant. The most important span erected since the war is a railroad and highway bridge over the Prut River, between Galati and Reni. This bridge required about four months for complete assembly. The bridge building department also manufactures parts for locomotives, boilers, tanks, et cetera.

59. The tool factory is in a 60 x 20 meter building. The head of the department is a chief engineer who supervises about ten technicians and administrative men, seven shop foremen, and about 200 laborers. Rumanians comprise about 50 percent of the work force, while 40 percent are Germans. The section is equipped with test laboratories and precision machines. All types of tools are produced.

60. The offices of the management of Group IV are in a separate building.

61. The managers villa is 30 x 20 meters and is located on a hill, 120 meters southwest of the locomotive factory.

62. The accounting office is in a building about 60 meters east of the management building.

63. The office building of the bridge building section has about 30 technical and administrative employees.

64. New bridges are assembled and tested at the testing and assembly grounds of the bridge building section. There are several cranes which are used for assembly work.

65. The office building of the construction and planning management is a two-story building of 20 x 10 meters.

66. Five charcoal-fired gas generators are located about seven meters south of the blacksmith shop.

67. The pressing shop is south of the gas generators. It is located in a 60 x 20 meter brick building. Pieces for locomotive parts are pressed here.

68. The transformer house is southwest of the pressing shop and is in a 20 x 8 meter building. Three large transformers, manufactured in the plant, are installed in the house. These transformers are used to transform the 55,000 volt current from Anina to 500 volts. Five other transformers change the 500 volt current to 385, 220, and 35 volts.

69. Welding operations for the machine tool factory are performed in the welding shop. Employees include a shop foreman and six welders.

70. The small steel hardening shop is located in a 20 x 10 x 7 meter stone building six meters west of the machine tool factory. It includes the following departments:

a. Office of the shop foremen; equipped with Vickers steel testing machine utilizing the Brinell system.

b. Adjoining auxilliary rooms.

c. A small blacksmith shop equipped with an electric hammer. Products include cutters for lathes.

d. A file-cutting shop equipped with twelve German-made file-cutting machines.

e. A bath for nickel-plating work pieces.

71. The motor repair shop is located on the bank of the Berzava River, between the tool factory and the office building of the bridge building section. It is a one-story building, 15 x 6 x 4 meters.

72. The wheel factory is 120 x 50 x 12 meters. Equipment includes numerous lathes, milling machines, boring machines, planers, et cetera. Tires and wheel disks coming from the foundry are given a finishing treatment here and are then assembled as complete locomotive wheels. Personnel, working in three shifts, include a chief engineer and about 500 workmen.

73. The apprentices home is a three-story, 30 x 15 x 15 meter building. An average of 400 apprentices use the home.

74. Scattered installations include such departments as the firebrick factory, the concrete factory, and the scrapyard.

75. The installations producing firebricks consists of two buildings, one 20 x 8 meters, and the other 70 x 30 meters. The buildings are equipped with mills, presses, pumps and brick kilns. There is a chief of the department, five foremen, and 300 workmen. Production of firebricks started in 1938. Prior to that time the plant imported bricks from Czechoslovakia. Present production meets plant requirements and is sufficient to supply the iron and steel mills in Arad, Hunedoara, Brasov and Oradea.

76. The concrete factory is 100 meters east of the scrapyard. It consists of an office and factory building. Personnel include one factory foreman, ten permanent employees, and 110 laborers. Work is done in three shifts. Production is solely for plant requirements.

77. The scrapyard covers an area of 200 x 50 meters and is not under cover. There are 120 employees, including the head of the yard, eight permanent employees, and 120 laborers. Work is done in three shifts. Domestic and imported scrap is carefully sorted at this installation. There is a separate office building at the yard.

78. The oxygen factory employs fifty men who work in three shifts. Oxygen is produced for the plants own requirements.

79. The lumber yard, 1,500 x 100 meters, has 117 employees, including the head of the yard, 16 permanent employees, and 100 laborers.

80. The Margina Resita wood distilling factory produces vinegar and alcohol. There are 300 employees. The plant area covers 30,000 square meters. Production is for the domestic market.

81. A group of fuel oil tanks is south of the blacksmith shop.

82. Machines and engines are about 70 percent German-made. Those manufactured at the Resita works total about 28 percent. All machines are in good condition.

Sources of Electricity

83. The name of the power station is Velox, but it is also called Grebla. It is located five kilometers east of Resita. The name is derived from the Velox system of heating boilers and/or from the location at Grebla. The building is 25 x 15 x 10 meters. Two steam turbines are fed by three oil burning boilers of the Velox system. Water for the turbines comes from the Berzava barrage dam. The 50,000 volts produced are conducted to the main transformer house through an underground cable.

A spur track connects the station with the Resita-Valiug works railroad.

84. The Gas Electrical Central supplies the town with current.

85. The power station in Anina is equipped with Velox turbines and supplies the transformer house with current of 55,000 volts.

86. Work on a new barrage dam for a new hydroelectric power station was started in 1947. This new station is to be 30 kilometers upstream from Resita.

Raw Materials

87. Iron ore comes from plant owned mines in Delinesti, Ocnele, De Fier, Chelar and from abroad.

88. Pit coal is supplied by plant owned mines in Anina, Secul, Doman, and Armenis, which is located 28 kilometers south of Caransebes. High-grade coke must be imported from abroad. Two carloads of coke arrive from Czechoslovakia each week.

89. Rumanian fuel oil is supplied by Sovrompetrol. Twelve tank cars arrive daily.

90. The chemical laboratory of the Resita works has produced sufficient electrodes for the electric furnaces since 1943.

91. All scrap collected in Rumania and discarded war materials are delivered to the Resita works, where the scrap is assorted in the scrapyard.

New Construction and Possibilities of Conversion

92. The Soviets did not dismantle any part of the Resita works. There has been a steady enlargement of the works since the war. Numerous buildings have been completely rebuilt and many new cranes have been erected. New gas pipes have been laid, blast and steel furnaces have been repaired, workmen's dwellings have been enlarged, and many turbines and generators have been installed.

93. The Resita works took about two years to convert from war production to full peacetime production. A change from peace to war production allegedly will take one month, providing the organization has an adequate stock of the materials required.

Production

94. The plant had a daily production rate prior to 1940 of about 900 tons of steel from the seven steel furnaces. The electric furnaces produced about 150 tons of special steel per day.

95. Finished products included locomotives for domestic use and for export to Bulgaria and Yugoslavia, propeller shafts and ship's propellers for the Rumanian shipyards, electric motors, steam engines, milling machines, gas engines, Diesel engines, Hanomag engines for agricultural and industrial tractors, transformers, tools of all kinds, boring gear for the Rumanian oil industry, and bridges, which were also delivered to Yugoslavia and Bulgaria.

96. Wartime production included 75 and 120 mm guns, 120 mm coast defense guns, 75 mm anti-aircraft guns, 75 mm mortars, gun and mortar projectiles, submarine mines, parts and caterpillars for tanks assembled in Germany, about 400 Bungescu sighting mechanisms for anti-aircraft and coastal guns, parts for submarines, 250 kilogram bombs, ammunition, and repair of all types of war material.

97. A certain degree of peacetime production continued during the war. The 1943-1944 production was about 200 percent of that reached in 1939-1940. Daily production of steel reached 1,800 tons in 1948.

98. After 1944 the production dropped considerably below that of 1939 because of the shortage of material and the deportation to the Soviet Union of specialists belonging to the ethnic German group. The majority of the German specialists were returned to the plant after a request by the Rumanian Government.

99. Conversion to peacetime production was completed in March 1946. Production again attained the 1938 standard in late 1947. The Soviets insisted on a rapid increase in production. Particular stress was laid on the manufacture of raw iron, raw steel, rolled material, locomotives, railroad wheels, tools, boring apparatus for the oil industry, electric motors and bridges.

100. Montly production of locomotives is alleged to be seven Soviet gauge and two Rumanian standard gauge locomotives. Three locomotives are also repaired. Locomotives intended for delivery to the USSR are built according to Soviet plans. Upon completion of these locomotives they are sent to Iasi to a special workshop in the Socola railroad station. The locomotives are gauged for Soviet trackage in this shop and sent to the USSR.

101. Approximately 95 percent of the present production is consigned to the Soviet Union.

25X1 [redacted] Comments:

1. The factory is no longer the property of the Rumanian State. It is now affiliated with Sovrommetal Inc., and the Soviet interests are the decisive factor, as is true with Sovrompetrol and other Soviet-Rumanian corporations.

2. Prior to the break between Yugoslavia and the Cominform, Rumania had imported iron ore from Yugoslavia. This situation has made it necessary for Rumania to import the ore from Krivoi Rog. Imports from there amounted to about 100,000 tons in 1947.

3. The 1950 schedule calls for the production of 140,000 of raw iron and 300,000 tons of raw steel, most of which is to come from the Resita works.

4. The Resita works, together with the iron and steel works in Calan-Hunedoara and Nadrag, has enabled Rumania to create comparatively extensive heavy industries since the first world war.

Legend of Annex 1

[redacted] 25X1

4. Workers' House (Disciplinary committee, trade union, club, et cetera)
5. Resita-Uzine State railroad station
6. Resita State railroad station
7. Management of works railroad CFU and main technical offices
8. Police (Militia)
9. Security Police
10. Headquarters of UTM (Juvenile Workers Union)
11. Town hall
12. "Apollo" motion picture theater
13. Two blast furnaces
14. Steel mill
15. Coking plant
15a. Ammonia plant
16. Agglomerating plant
17. Foundry
17a. Storehouse for foundry
18. Cleaning shop for cast pieces
19. Gas Central power station
20. Three cooperative buildings
21. Office and workshop of blast furnaces section
22. Rolling mill
23. Fire department, printing office, investment section
24. Thermo-technical section and test section
25. Storage depot
26a. Mechanical workshop
26b. Welding shop
27. Pattern making shop
28a. Cylinder manufacture (lathes) and tools forge
28b. Tire and wheel disk plant
29. Transformer station
30. Section: Electrical maintenance work; depot for electric motors
31. Locomotive works
32. Blacksmith shop
33. Machine tools and Diesel engine plant
34. Electric motors plant
35. Bridge building section
36. Tools workshop
37. Refractory-bricks plant
38. Cement plant
39. Motor vehicles service (garages, workshops)
40. Briquette factory
41. Office of foundry. Production control service
42. Steam turbine generator station
43. Two gas holders
44. Chemical laboratory
45. Signing-in office, hospital, janitor
46. Locomotive shed of CFU railroad
47. Management (two buildings)
48. New hall (oil drilling instruments, apprentices'school, et cetera)
49. Accounting section
50. Office building of bridge building section
51. Testing grounds of bridge section
52. Villa of general manager
53. Workmen's dwelling houses
54. Workmen's dwelling houses
55. Engineers' dwelling block)
56. Gas furnaces
57. Fuel oil tanks
58. Fuel oil tanks

60. Scrapyard
60a. Scrapyard office
61. Designing and planning management
62. Caliuc transshipment station
63. Motion picture theater
64. Ore dump
65. Stravila bridge
66. Undetermined
67. Gas generators
68. Pressing shop
69. Transformer house
70. Undetermined
71. Welding shop
72. Small steel hardening shop
73. Engine repair shop
74. Wheel factory
75. Apprentices' home
76. Lumber yard
77. Margina Resita wood distilling factory
78. Central storehouse
79. Fuel oil tanks